



Association of Bay Area Governments  
Bay Area Air Quality Management District  
Bay Conservation and Development Commission  
Metropolitan Transportation Commission

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## JOINT POLICY COMMITTEE — REGIONAL PLANNING PROGRAM

Date: January 5, 2009

**Agenda Item 7**

To: Metropolitan Transportation Commission Advisory Council

From: Ted Droettboom, Regional Planning Program Director

Subject: SB 375

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I have been asked to brief the Advisory Council on Senate Bill 375 and how it might affect regional land-use and transportation planning in the Bay Area. This memo provides a short background description of the legislation. I will expand on the bill's implications in my presentation on January 14<sup>th</sup>.

SB 375<sup>1</sup> (Steinberg) was passed by the California State Assembly on August 25<sup>th</sup>, 2008, and by the State Senate on August 30<sup>th</sup>. The Governor signed it into law on September 30<sup>th</sup>, 2008.

The bill mandates an integrated regional land-use-and-transportation-planning approach to reducing greenhouse-gas (GHG) emissions from automobiles and light trucks, principally by reducing vehicle miles traveled (VMT). Within the Bay Area, on-road vehicles account for about 43 percent of our GHG inventory. While heavy trucks and buses obviously produce more emissions on a per-vehicle basis, we estimate that over 95 percent of vehicles on the Bay Area's roads are cars and light trucks.

SB 375 explicitly assigns responsibilities to the Association of Bay Area Governments (ABAG) and to the Metropolitan Transportation Commission (MTC) to implement the bill's provisions within the Bay Area.

The core substance of the legislation is defined by four elements:

1. The establishment of regional greenhouse-gas (GHG) reduction targets for the automobile and light-truck sector by the California Air Resources Board (CARB);
2. The preparation in each region of a Sustainable Community Strategy (SCS) and optionally an Alternative Planning Strategy (APS) which attempt to achieve the GHG targets through a preferred land-use pattern *integrated* with the transportation network and with transportation policies and measures (The SCS is to be incorporated into the Regional Transportation Plan);
3. The synchronization and coordination of the Regional Housing Needs Allocation (RHNA) with the Regional Transportation Plan (RTP); and
4. The granting of limited California Environmental Quality Act (CEQA) relief to housing and mixed-use projects which are consistent with an SCS or APS.

The attached MTC Fact Sheet provides a little more detail on each of these elements, their relationship, and some other aspects of the legislation.

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<sup>1</sup> [http://www.leginfo.ca.gov/pub/07-08/bill/sen/sb\\_0351-0400/sb\\_375\\_bill\\_20080930\\_chaptered.html](http://www.leginfo.ca.gov/pub/07-08/bill/sen/sb_0351-0400/sb_375_bill_20080930_chaptered.html)